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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

# INFORMATION REPORT

CD NO.

COUNTRY Hungary

DATE DISTR. 10 Sept. 1951

SUBJECT Road Construction and Improvement

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PLACE

REQUIRED

DATE OF

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(LISTED BELOW)

SUPPLEMENT TO

1. At the beginning of January 1951, the following highways were in the condition indicated:
  - a. Route 5: (Budapest - Kecskemét - Szeged - Horgos)  
This road was reconstructed between 1947 and 1949. It has been entirely recovered with concrete and is capable of bearing the heaviest loads. Its average width is six meters.
  - b. Route 401: (Vecsés - Alsónémedi)  
Reconstruction of this road was completed toward the end of 1949. It is entirely of macadam.
  - c. Route 402: (Alberti - Őrkeny)  
This road has been widened and recovered with macadam. The road serves as a supply route for the Russian military center at Őrkeny.
  - d. Route 502: (Őrkeny - Tass - Danube)  
In 1949 this road was entirely reconstructed in macadam.
  - e. Route 41: (Cegléd - Nagykőrös - Kecskemét)  
This road has been recovered with first quality concrete and has been extended to Jakabszállás, twenty kilometers south of Kecskemét. Russian military encampments have been set up at Jakabszállás.
  - f. Route 412: (Kisújszállás - Szarvas)  
This road was completely reconstructed in 1949. It was widened and surfaced partly in concrete and partly in macadam.
  - g. Route 320: (Debrecen - Berettyóújfalu)  
As this is the most important strategic north-south route in Hungary, the Russians supervised its reconstruction, which has been completed. They have also attached great importance to the extensions of this route from Berettyóújfalu, which are Route 43 (passes through Orosháza and Hódmezővásárhely), Route 437 (Békéscsaba to Makó and Kiszombor), and the section of 432 which leads from Hódmezővásárhely to Makó. There are numerous Russian military encampments in the vicinity of this last route.

CLASSIFICATION

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- h. Route 51: (Budapest - Dömsöd - Szalkszentmárton - Harta - Kalocsa - Sükösd - Baja - Hercegszántó)

This highway is being made into a road of the first class upon request of the Russians. From Budapest to Szalkszentmárton it has been reconstructed in concrete, from Szalkszentmárton to Solt in macadam. From Solt to Kalocsa construction is still in progress. The section from Kalocsa to Dunsók is in macadam, that from Dunsók to Sükösd in macadam, that from Sükösd to Baja still under construction but nearly complete, and that from Baja to Hercegszántó in excellent macadam.

- i. Route 52: (Solt - Kecskemét)

This is an excellent road. It has been entirely repaired in concrete. It will be of considerable importance since the bridge at Dunaföldvár is to be rebuilt. (1)

- j. Route 53: (Solt - Kiskőrös - Soltvadkert - Kiskunhalas - Tompa) This road, very badly damaged during World War II, has been entirely rebuilt. The section between Solt and Soltvadkert is finished and that between Soltvadkert and Kiskunhalas will be completed during the month of January. The rest of the road is in very good condition.

2. At the beginning of February 1951, ten Russian civil engineers (specialists in bridge and highway construction) arrived in Budapest. Accompanied by two Hungarian engineers, they carried out an inspection of the eastern section of the road network of Hungary, after which they were attached to the eastern section of the Ministry of Communications. Following the inspection it was decided that Russian engineers would be made responsible for the supervision of the routes Záhony - Nyíregyháza - Debrecen - Berettyóújfalú and Beregsurány - Vasárosnamény - Nyíregyháza. The Ministry of Communications has been instructed to place at their disposition the labor and materials necessary to maintain these routes continually in perfect order.
3. At the beginning of March 1951, the Ministry of Communications received an order issued by the Ministry of War for the widening and reinforcement of all bridges less than seven meters wide located on important strategic routes. The routes on which these improvements are in progress are as follows:

Route 8: Székesfehérvár - Rábafüzés  
 Route 7: Budapest - Székesfehérvár - Balatonszentgyörgy  
 Route 81: Székesfehérvár - Győr  
 Route 652: Balatonkeresztúr - Bőhönye  
 Route 732: Szentgyörgyvár - Rétság  
 Route 84: Sárvar - Nagycenk  
 Route 802: Budapest - Tata - Győr  
 Route 21: Hatvan - Salgótarján  
 Route 215: Eger - Vadna

Work has already been completed on Routes 8, 732, 81, and 802. That in progress on Route 215 should be finished by the end of August 1951. The rest should be completed by the end of 1951. Thereafter the Ministry of War will order similar work to be carried out on other routes.

4. The following highways have been damaged by continuous heavy military traffic, especially by the passage of light tanks. The Russian military authorities ordered in March that they be repaired immediately:

Cegléd - Kecskemét - Kiskunfélegyháza  
 Kiskunfélegyháza - Kiskunmajsa  
 Szeged - Hódmezővásárhely - Orosháza

5. Between the first part of April and 7 May 1951, the construction of the following bridges and roads was completed:

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- a. A bridge over the Sajo river, near Miskolc, which will facilitate the passage of traffic between the valleys of Hernad and Bodrog. The route Felsőlősolca - Bekes which passes over this bridge is under reconstruction and should be completed by 1 September.
  - b. A bridge at Őcsöd, on Route 415. It is about 200 meters long. The road from Őcsöd to Kunszorba is being reconstructed and widened.
  - c. A new bridge at Szentlőrincvára on the Zagyva River. It is about 260 meters long.
6. A new road construction machine arrived in Hungary from Russia in the spring of 1951. As it advances down the road the machine mixes concrete and covers the surface of the road with concrete to a width of 6.5 meters. With this machine, one kilometer of road can be concreted to a width of 6.5 meters in 64 hours. Machines of the model which arrived from the Soviet Union are now being constructed in Hungary. The Ministry of Communications has ordered ten of them.
7. In May 1951 the Ministry of Communications received a request from the Soviet military mission to Hungary to repair immediately the following routes. The Russians complained that despite the fact that these routes had been recommended to them as sufficiently strong to bear the heaviest traffic, they had rapidly become pitted by the passage of their trucks and tanks:
- a. Route 61: Dunaföldvár - Tamási - Dombóvár  
This route has been severely rutted and pitted by the tanks which were unloaded to Dunaföldvár and dispatched south of this road. The Russians insist that the road must be repaired in such a fashion that traffic may continue to use it, at least in one direction, during the repairs.
  - b. Route 66: Balaton - Földvár - Kaposvár  
This road is entirely unusable since Russian heavy material passed over it. The Russians have ordered that it be restored to usable condition by 15 July. (2).
  - c. Route 64: Kaposvár - Szigetvár  
This road was less badly damaged than the two described above. The Russians have nevertheless ordered its repair.
  - d. Route 64: Pécs - Drávapalkonya  
This section of Route 64 is entirely unusable. The Russians have ordered that it be immediately put into usable condition, if possible into a condition which would permit the passage of heavy materiel including tanks. (3)
8. The Ministry of Communications in May 1951 received an order to draw up a plan for a new route to run from Polgar to Püspök-Ladany via Folyas and Hortobágyi - Csarda. It is to be ready by 15 June 1951.
9. The following road construction projects were in progress on 1 June 1951:
- a. Vác - Aszód: This road was being transformed from a second class into a first class road and is to connect two other first class roads, namely, that leading from the Czechoslovak border via Vác to Budapest and that leading from Budapest via Aszód to Miskolc in such a way that transit through Budapest will no longer be necessary. (4)
  - b. Budapest - Veszprém - Celldömölk - Szombathely: Repairs are in progress on the section from Budapest to Veszprém, which is already a route of the first class. The section from Veszprém to Celldömölk and that from Celldömölk to Szombathely are being transformed into roads of the first class. This project is to be completed by early in 1952. Its purpose is to provide a first class road, fit for the heaviest traffic, from Budapest to the Austrian border.
  - c. Székesfehérvár - Mór - Komárom: This route is being made into a road of the

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first class. The work was begun in 1949 and should be completed by the end of 1951. This road will form a connection between the Czechoslovak border and Székesfehérvár and between the road Sopron - Győr - Komárom - Budapest and the road Budapest - Székesfehérvár - Veszprém, which extends further to Szombathely and south, on another branch, to Nagykanizsa. (5)

- d. Pécs - Dombóvár: This route is being transformed into a first class road.
- e. Pápa - Szombathely: This route is to be made into a first class road, but work has not yet begun.

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- (1) Comment: [REDACTED] para. 4.

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- (2) Comment: It is impossible to fulfill this demand. It will require at least until 1 September to restore the road.

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- (3) Comment: This road does not have a base sufficiently solid to permit its adaptation for use by heavy vehicles.

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- (4) Comment: [REDACTED] para. 9.

- (5) Comment: [REDACTED]

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